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CRUISING IN THE CARIBBEAN WITH A CAMERA

LECTURE DELIVERED MAY 7, 1903, AT THE NEW YORK YACHT CLUB
INCLUDING DESCRIPTION OF GLOBULAR NAVAL
BATTERY INVENTED BY THE AUTHOR

BY

ANSON PHELPS STOKES

FORMERLY VICE-COMMODORE OF THE NEW YORK YACHT CLUB

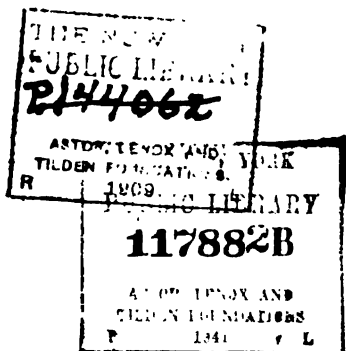


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LECTURE GIVEN AT THE NEW YORK YACHT CLUB

MAY 7, 1903¹

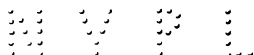
At the general meeting, May 15, 1902, I addressed the Club on the subject of "Cruising in the West Indies," etc.

That was after returning from a three months' cruise there in my schooner yacht *Sea Fox*.

Needing to avoid cold weather last winter and remembering the unequaled advantages for winter and early spring cruising afforded by the eastern part of the Caribbean Sea, from Porto Rico to Trinidad, I determined to take the *Sea Fox* there again.

I have now returned from a cruise of about three months. During this time I have visited most of the islands at which I landed last year, and also some others, including Hayti, Jamaica, and Cuba.

¹ One hundred and forty-six stereopticon views were used in this lecture. A few of these views are here represented.



Before I left New York, January 17th, the Chairman of our Lecture Committee called and asked that upon my return I would give to the Club a lecture on "Cruising in the Caribbean," to be illustrated by a stereopticon, and to be one of the course of seven lectures which the Committee planned for the present season.

Now, the cruise I had planned for this season, if added to last year's cruise, would complete the tour of the islands on the north and east of the Caribbean Sea.

Other reasons for consenting to address the Club again on the subject of the Caribbean I can most easily express by quoting a few lines from my last year's address, which was printed in my book on "Cruising in the West Indies," etc.¹

"The great variety found in the appearance and condition of the inhabitants, the various systems of land-ownership and labor . . . , the general decay caused by want of commercial intercourse with the United States and with each other, the different colonial systems of the various nations owning the islands, the negro question,—all these present an important study for Americans, who are now called upon to face colonial problems."

¹ Dodd, Mead & Co., New York, 1902.

At that time I had seen sad results there of the mixture of the two races. Since then I have had an opportunity to compare white government in Jamaica with colored government in the neighboring island of Hayti,—a contrast as startling as that between St. Pierre as I saw it last year, and the dead St. Pierre that I have now visited.

I think that few in our community know much of the interests and beauties surrounding the Caribbean Sea. Our war with Spain and the terrible disasters at Martinique and St. Vincent have called attention to a few islands, but how few of our citizens know anything of the charms of the Danish and British Virgin Islands, the grandeur and beauty of the Leeward and Windward Islands, or that there are a hundred islands in the Grenadine group alone. Or that on the north shore of South America, and beginning near Trinidad, and attaining its greatest height near Caracas, is what Kingsley, in "Westward Ho!" has called "the mighty northern wall, the highest cliff on earth, some nine thousand feet of rock parted from the sea by a narrow strip of bright green lowland." How few know that, three hundred miles farther west, Santa Marta, covered with perpetual snow, and in plain view from the decks of passing vessels, rises 17,500

feet, while, farther west and south, Aconcagua is 23,910 feet high. Mt. Blanc is only 15,800 feet above sea level, and is far from the sea.

The Caribbean is about the same size as the Mediterranean, which is a little longer and narrower. But the Caribbean Sea, on account of its location twenty degrees farther south, its reliable trade-winds, freedom from storms during February, March, April, etc., is much better suited for late winter and early spring yachting.

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Morro Castle, San Juan, Porto Rico.



Porto Rican children.

SOUTHERN CRUISE OF THE "SEA FOX"

IN 1903

I INTEND this lecture to be a report of my late cruise, and I will endeavor now, with the aid of the stereopticon,¹ to carry you to some of the places we visited in the *Sea Fox* between January 22, 1903, when we joined the yacht at San Juan, Porto Rico, to April 14, when we entered the port of Baltimore, Md. Some of the photographs taken on the *Sea Fox* proved defective. I have obtained others from dealers.

San Juan was founded in 1511, eighteen years after the discovery of Porto Rico by Columbus, and five years after the conquest by Ponce de Leon, whose ashes are still kept in his old castle there.

Morro Castle, the principal fortification, was built in 1584.

We had the advantage of a long postprandial talk with Governor Hunt, regarding the affairs of the island.

¹ See foot-note, page 3.

You may be interested in the costumes of some of the natives, so soon probably to become our fellow-citizens.

There are beautiful shores and beaches near San Juan.

We sailed from San Juan to the island of Culebra, where we found the North Atlantic Squadron under Rear-Admiral Higginson, Commander-in-chief. His flag-ship, the *Kearsarge*, and the other battle-ships, *Alabama*, *Illinois*, *Iowa*, *Massachusetts*, *Texas*, and *Indiana*, were anchored in the bay on the west side of the island, while the *Olympia*, Admiral Dewey's old ship, and now the flag-ship of Rear-Admiral Coghlan, and the other war-ships were in the inside harbor, where we anchored, and where we had the pleasure of seeing the burgee of the New York Yacht Club hoisted on the *Olympia* in honor of our Club.

We dined on the *Kearsarge* with Admiral Higginson. The bay where his battle-ship squadron lay is some distance, by sea, from the inner harbor. A short canal has been constructed through which small boats can now pass between the inside and outside anchorages.

From Culebra we sailed past Sail Rock to St. Thomas, or Charlotte Amalie, as this very picturesque seaport is named.

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St. Thomas (Charlotte Amalie).



Among the Virgin Islands.

From St. Thomas we sailed by some small islands and then along the north shore of the island of St. John, through the sound called Virgin's Road, or Sir Francis Drake's Channel, between the Danish and the British Virgins, and anchored for the night at Virgin Gorda, on the southeastern end of this charming sound. The view at sunset and in the afterglow was wonderfully lovely, with its brilliant coloring of sky and water seen between the numerous headlands. That view is beyond the powers of the stereopticon.

The Virgins, with their many quiet anchorages, are sure some time to be appreciated highly by yachtsmen. The climate in winter and spring is perfect,—not debilitating as Trinidad would be for a long stay.

The next day we sailed near to the island of Saba, a great volcanic cone above steep cliffs, and arrived the following morning, January 30th, at Philipsburg, the Dutch port on the island of St. Martin. Its chief export is salt. St. Martin contains thirty-eight square miles, about half belonging to France and half to Holland.

In driving across the end of one of the great salt-ponds, the horse got into too deep water, which rose to its back, and we had to release it

from the buggy. With my artificial leg, I was left in rather an awkward position. Some girls, however, ran to my assistance, and by their aid the buggy was pulled and pushed safely to land. I was reminded of Galatea aided by the nymphs in her escape from Polyphemus.

Most unfortunately, I have no photograph of my nymphs, but well-known pictures of Galatea's adventure will sufficiently illustrate the situation.

That afternoon we went in my new ten horsepower launch to the town of Marigot, in the French part of the island, passing first along the shore, then through an intricate coral reef, and then through a large lagoon.

Saturday, January 31st, we sailed first to the French island of St. Bartholomew, or St. Barts, where we went, in the launch, about the picturesque little harbor of Gustaf, and then sailed to Basse Terre, St. Christopher, commonly called St. Kitts, an important port of call for many steamers.

We drove across the island and back, and sailed to Nevis, formerly the fashionable watering-place of the West Indies in the days when sugar was king.

We saw the old stone hotel which cost



St. Pierre, Martinique, February 4th, 1903.

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\$200,000 and was sold for \$200. We visited the old fig-tree church, where Lord Nelson was married. William, Duke of Clarence, afterward King William IV, was best man.

St. Kitts, Nevis, and St. Croix are of great interest to Americans on account of the early life there of Alexander Hamilton.

We sailed back to St. Kitts, as I had made engagements at Culebra to lunch this day with Captain Emory, on the *Indiana*, and to entertain at dinner Admiral Higginson and captains of some of the battle-ships.

We reached the anchorage just before the arrival of the battle-ship squadron, whose approach was very impressive.

The Admiral sent his band of more than a dozen pieces to play on the *Sea Fox*.

February 3d, we sailed from St. Kitts, saw Antigua in the distance, and passed near to Rodonda, Montserrat, and Guadeloupe.

Some Americans pronounce Antigua as if it were a word of four syllables :

“There was a young bride in An-tig-u-a,
Who said to her spouse, ‘What a pig you are!’
He replied, ‘O my Queen,
Is it manners you mean,
Or do you refer to my fig-u-a?’”

The next day we skirted Dominica and Martinique. When opposite Mt. Pelée we tacked close inshore and sailed along the front of the dead city of St. Pierre. We anchored that evening at Fort-de-France.

The views of Mt. Pelée and St. Pierre, and the great changes since the year before, were most impressive. But I will speak of this later, for, on our return from Trinidad, we obtained a permit at Fort-de-France, and landed at St. Pierre.

There is a fine statue of Empress Josephine, erected in the principal square of Fort-de-France, in memory of her birthplace near here.

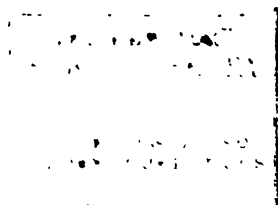
This is a portrait of the ex-king of Dahomey and two wives, the only royalties now living here. He is a prisoner, but has a good house and other comforts.

February 5th, we sailed past St. Lucia. At sundown, when near to the Soufrière St. Vincent, we saw lightnings about the mountain and a black cloud on top, and we learned later that there was a slight eruption that night.

We arrived at Kingstown, St. Vincent, about noon, February 6th, and, after a drive, sailed again, and passing close to some of the Grenadines, reached St. George, Grenada, at 7.30 P.M.



Ex-king of Dahomey and wives.



The next day we lunched at the Government House, and Lady Llewellyn took us for an interesting drive overlooking the Vale of Tempe and the sea, and among the cocoa plantations.

The following day we had a launch excursion and dined at Government House, and early the next morning sailed for Trinidad.

The fine auxiliary yacht *Mohican* steamed out before us, but when the trade-wind commenced to blow we soon passed her, and reached Port of Spain, Trinidad, long before her. I mention this as a proof that steam is not needed on yachts in the eastern part of the Caribbean Sea.

We anchored at 5.30 P.M., when an officer from the British flag-ship called on behalf of Vice-Admiral Sir Archibald L. Douglas.

That evening we dined at Government House, with Sir Alfred and Lady Maloney, who invited us to go the next day on an excursion with the British Admiral. We were unable to accept this, but visited the flag-ship *Ariadne*, and Captain Browning of the *Ariadne* called on the *Sea Fox*.

One of my guests, Mr. James William Beekman, had, to our great regret, to leave us to return to New York. We went to the steamer to see him off, and then took a very interesting trip in the launch through the canal and among

the Five Islands and the islands of the Boca, or mouth of the Gulf of Paria. These picturesque islands, Diego, Casper Grande, and Mono, have lovely little harbors and many summer cottages belonging to the residents of Port of Spain. There are fine views here of the eastern end of the Andes.

The next morning Admiral Douglas called. I had planned to go in the yacht up the San Juan River, Venezuela, among the mountains near the great northern wall of South America. But I learned from both British and American admirals that it would not be possible to do so, because of the excited state of the country.

RETURN FROM TRINIDAD

FEBRUARY 14th, at 10 A.M., we began our homeward course, on which we visited many more ports than on our way south.

Our first visit was at St. George, Grenada, where we had stopped on our way south. This is an ideally romantic place. The town is in two parts, connected by a tunnel which runs through a cliff on which the old fort stands.

The north harbor is an open roadstead.

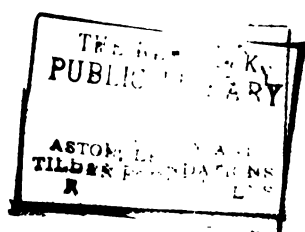
The south harbor is landlocked.



St. George, Grenada.



St. George, Grenada. View from Government House.



We dined and spent the night at Government House, from which there are charming views of the south harbor and coast, mountains and valleys, and drove into the interior up to Grand Etang, a lake in an ancient crater among the clouds.

I took the Governor, Sir Robert B. Llewellyn, and his daughters, in the *Sea Fox*, to the island of Cariacou, forty miles distant, and which they had not before visited. They spent one night on the yacht and returned with us to St. George. Cariacou is one of the Grenadines, and has 6500 inhabitants.

We went to Lady Llewellyn's ball, for which Admiral Douglas had sent H.M. cruiser *Retribution*. Captain Bostwick, of our Club, with his wife and their two young children and friends, arrived in the *Sultana* as we were about to leave. They were all enjoying their cruise.

We then sailed among many of the eastern Grenadines, past the Soufrière St. Vincent, the Soufrière St. Lucia, and the stupendous Pitons, to Castries, St. Lucia, which is the Gibraltar of the West Indies, and the great West Indian coaling-station. The coaling is done by women, who carry soft, dusty coal in baskets on their heads.

There are new and very important earthworks, also model barracks and hospitals on the north shore of the harbor.

This picture may give valuable hints to our Regatta Committee. It is of a race between Castries yachts, which passed close to the *Sea Fox*. The yachtsmen had to let go their sheets often to keep from upsetting, and to bail the little coffins in which they sailed.

DIAMOND ROCK

FROM Castries we sailed for Martinique, one mile south of which we passed close to Diamond Rock, a very remarkable little island, about 800 feet square, 574 feet high, and with precipitous sides. The rock was formerly rated as a sloop-of-war on the books of the British Admiralty. In January, 1804, Sir Samuel Hood laid his seventy-four gun ship, *Centaure*, close alongside this rock, to the top of which he made fast a hawser on which was a traveler. He then hauled three long twenty-fours and two eigh- teens to the top, and left them in charge of Lieutenant Maurice, with one hundred and twenty men and boys, with ammunition, pro-



The Pitons, nearly 3000 feet high.



Yacht race at Castries.

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visions, and water. The crew built a cistern, and for fifteen months this novel sloop-of-war did great injury to the French shipping going to and from the neighboring harbor, now called Fort-de-France, until June 1, 1805, when she surrendered, for want of powder, to a French squadron of two seventy-fours, a corvette, a schooner, and eleven gunboats. In this engagement the stone sloop-of-war, *Diamond Rock*, killed and wounded seventy men and destroyed three gunboats, with a loss to herself of two killed and one wounded.

Reading this story as quoted by Kingsley from "Naval Chronicles," Vol. XII, p. 206, and passing *Diamond Rock* in 1899, and remembering my application made many years before for a caveat on a revolving vessel, I was led to invent an armored globular battery, for which the United States and foreign governments have granted me patents. After talking with some prominent naval men, I have come to think it of sufficient importance to ask the Club to look for a moment at photographs of preliminary sketches, which will explain my floating fort.

The fifteen-inch guns are rigidly fixed to the globular battery, so far as their aim is concerned. The elevation is effected by tilting the whole

globular battery. This is done by weighted cars moving on sectional tracks. The azimuths are regulated by four screw-propellers, which revolve the battery horizontally, and have also the faculty of moving it slowly from place to place.¹

THE GREAT DISASTER AT ST. PIERRE

FEBRUARY 23d, we stopped at Fort-de-France, and obtained a permit to land at St. Pierre, which we then visited, going ashore and also rowing close to the sea-wall and ruins along the whole water-front of the dead city.

This picture shows St. Pierre as it was before the eruption of May 8, 1902.

This picture shows St. Pierre after the unparalleled disaster which in five minutes destroyed this beautiful and prosperous city and thirty thousand inhabitants.

When I visited St. Pierre in 1902, we went up Mt. Pelée as far as Fontaine Chaude, where a considerable stream of hot sulphur-water then flowed out of the mountain. Fontaine Chaude was, in my opinion, the precise point where the

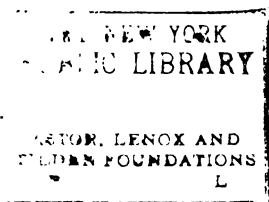
¹ Sketches of Globular Battery, with fuller description, will be found at end of this Lecture.



St. Pierre, before the eruption.



St. Pierre, after its destruction



side of the mountain blew out and destroyed St. Pierre. Numerous jets of steam were rising from this place when we sailed along the shore there this year, on our way south.

SAILING NORTHWARD FROM ST. PIERRE

WE sailed out of the anchorage at St. Pierre, between a most peaceful sunset with wonderful afterglow on our left, and the scene of terrible desolation on our right. The wind was so light that we were kept near to Mt. Pelée longer than we liked, for we had learned from an eye-witness that at a recent eruption the hot sand had spread westward about five miles from shore, turning the surface of the sea to steam.

We passed close to Dominica, but did not have time to stop. I visited this island in 1902. It is one of the grandest of the Carib Islands. The people are miserably poor, almost without roads, and, being British, it is cut off from trade with the neighboring islands, which are French.

We sailed past Marie Galante to Pointe-à-Pitre, Grande Terre, the eastern one of the twin islands called Guadeloupe. A narrow and shallow strait, the Rivière Salée, divides Grande

Terre from the other or western twin, which is of about equal size, but much higher.

At Pointe-à-Pitre, Consul Aymé dined on board, told us about the Mt. Pelée eruption, and showed us some interesting stereopticon pictures of St. Pierre, Mt. Pelée, etc.

On my visit in 1902, I had found Mr. Aymé a man of marked ability and intelligence. As he had been promptly on the ground after the great eruption, I applied for information to him, as a man most competent to give an accurate account.

We sailed along the southeastern coast of Guadeloupe, past bright green fields of sugar cane, fertile hills, and noble mountains from which waterfalls and streams descend to the sea. A lovely, laughing land.

On our left were the Iles-des-Saintes, the French naval station.

Off these islands De Grasse was defeated by Rodney, April 12, 1782,—the severest naval battle in English history, and a victory that England then considered of greater importance than the loss of her thirteen North American colonies.

At Basse Terre, Guadeloupe, we obtained a supply of naphtha for our launch, and took a

beautiful drive of about seven miles to Matuba. The scenery is truly grand, especially the views from two iron bridges crossing deep mountain gorges. Matuba lies on the westerly slope of the Guadeloupe Soufrière, which had lately been discharging ashes, and it was sad to think that this lovely district might be destroyed at any moment.

The government of Guadeloupe is controlled by blacks and colored people, and it is feared that an explosion more serious than a volcanic eruption may break out there.

Our next anchorage was at the British island of Montserrat. The people here appear more poverty-stricken than at any other island except Dominica.

After stopping again at St. Kitts for water and ice, we sailed to St. Eustatius, and, passing close under the bold white cliff there, anchored in the harbor of Orange Town. Holland owns this island, which was once very prosperous. The remains of great, solid stone warehouses are to be seen at the edge of the harbor.

We sailed close by the wonderful cliffs on the western side of the Dutch island of Saba. It was too rough to land, but the mountains were

unusually free from clouds. The principal village is called Bottom. It is 960 feet above the sea, and is reached only by steep paths and by steps cut in the cliff. But it is seen from the sea through a narrow gorge.

We then sailed to Fredericksted, St. Croix, drove across the island on a perfect road, passing a number of fine-looking sugar-works, to Christiansted, where we had luncheon, saw the town and the old Baltimore schooner *Vigilant*, which has been employed by the Danish government to carry mail, etc., ever since she was captured when in the slave trade in 1801.

We drove back to Fredericksted in the evening.

From conversations with a number of people of various conditions, it appears that there is some reaction from the general desire for annexation to the United States, which seemed to exist when I was in St. Croix the year before. It is now expected there that Denmark will do much to develop her islands. But it is not easy to see how they can prosper without free trade with the United States.

From St. Croix we sailed to Ponce, Porto Rico. I found Ponce less interesting than I had expected.

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Santo Domingo.

ISLAND OF HAYTI

MARCH 3d we sailed from Ponce, and the next day arrived at Santo Domingo, a remarkable sixteenth-century Spanish-American walled city, built at the mouth of the Ozama River,—the oldest city of European foundation in the new world. In 1496 a fort was built on the opposite side of the river, which is narrow at this point. Columbus was confined there in 1500. That fort was destroyed by an earthquake in 1502, and this castle was built about 1509. It is the most conspicuous object in the city, and the oldest castle in America. The first university in America was at Santo Domingo.

The cathedral, built of solid stone, commenced in 1512 and finished in 1540, is one of the most notable buildings in the western hemisphere. It is claimed that the remains of Columbus are in the stone coffin under a great monument to him in this church. Much evidence—conclusive, I think—has been adduced in support of this claim, and that it was the remains of Diego Columbus, the son of the great discoverer, that were taken by mistake to Havana. We found Santo Domingo most interesting, although vilely dirty.

Passing the "House of Columbus," which belonged not to the discoverer, but to his son Diego, who here maintained a splendid vice-regal court, we went in the launch about five miles up the Ozama, on which there were many long dugout canoes. We wished we had time to go much farther up this large river, but we wanted to see more of the city. We returned and drove inside and outside of the walls. On all sides children of both sexes without any clothing were playing in the dirty streets. The appearance of the soldiers was grotesque. There were many ruins of once fine buildings, and disorder and decay everywhere.

We were told that there was a revolution going on, and that eight revolutionists had been captured the preceding day. One of these revolutionists we saw and talked with. The government is nominally a free republic, but is practically a military despotism. One part of the community is pleased at having certain laws made, and another part is pleased by the liberal non-enforcement of these laws. Politicians in our country may suppose that they have invented this clever, double-acting scheme. But it is precisely the Santo Domingo plan; and the politicians there thrive under it so well that the outs

are constantly getting up revolutions, hoping to obtain a chance to construe the laws liberally to the profit of themselves and their partizans.

Santo Domingo has a colored man's government. Hayti, the western part of the island, has a black man's government. These two classes here, as in some other parts of the Caribbean Sea, hate each other.

In most of the islands, the distinction between colored and black people is very sharply drawn.

We sailed past Jacmel, Hayti, but did not land. Jacmel is an open roadstead, and the sea was rolling in, as there was a little south in the wind that day. Even the mail-steamers seldom anchor there.

The island of Hayti, seen from the south, has not the grand and mysterious aspect that I noted when sailing along the northern shores in 1899 and in 1902. The government is, like that of Santo Domingo, nominally a free republic, but practically a military despotism. In 1867, according to Hesketh Pritchard's book on Hayti, the army was composed of 6500 generals, 7000 regimental officers, and 6500 privates. Ober, in 1893, says the nominal strength of the army is about 20,000, of which some 14,000 are general, staff, and regimental officers.

Robert T. Hill, writing in 1898, states that of the eleven rulers of Hayti since its freedom, only one has escaped being either shot or deported.

For accounts showing how civilization has retrogressed in Hayti in the last hundred years, during which time the negroes have "enjoyed self-government," with the particulars of the relapse of great masses of the people into serpent worship, and for accounts of cannibalism, I must refer to the book of Sir Sidney St. John, who lived for years in Hayti, and to the books of F. A. Ober. Ober spent about fifteen years in studying the islands and the fortunes of Columbus, and was the United States Special Commissioner to the West Indies for the Chicago Exposition. Writing in 1893, he gives details which he claims to be sufficient "to show that cannibalism still flourishes in Hayti." This has been denied by Haytian authorities.

JAMAICA

AT 10 P.M., March 7th, we sighted Morant Point on the eastern end of Jamaica, and the next day arrived at Kingston, after an interesting sail along the coast.

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Port Antonio, Jamaica.



Port Antonio, view of inner harbor from hotel.

Here we met the *Sultana* again. Also the British flag-ship *Ariadne*.

There are many coolies here as at Trinidad.

We dined at King's House, the residence of the Governor, Sir Augustus L. Hemming. His Excellency and Lady Hemming, Chief Magistrate and Mrs. Mares-Caux, and Commander Eustace of H. M. cruiser *Alert*, dined next night on the *Sea Fox*. We visited the *Ariadne*, being invited to meet General Shaw.

My guest, Mr. Robert G. Hone, was now obliged, to my great regret, to return to New York, and left me at Kingston, March 11th.

The same day I ordered the *Sea Fox* to sail for Montego Bay, on the northwestern coast, while I visited other parts of the island by rail. I first drove to the old historical plantation of Cherry Garden, now owned by the Hon. Chief Magistrate Mares-Caux, where I dined and spent the night. This was the night before the full moon, and the view from Cherry Garden House over the country, Kingston, the harbor, sea and headlands, was charming.

The next day I went by rail in four and a half hours from Kingston to Port Antonio, the headquarters of the United Fruit Company, which has absorbed the Boston Fruit Company

and other fruit companies. It owns a large fleet of steamers, many plantations, and the hotel here, which stands on a bluff between two harbors.

Port Antonio is one of the most romantic places I have ever visited. The full moon shone over the palm trees and the harbors with their vessels and sail-boats, and it was a fairy scene.

Immediately in front of the hotel is a small island which protects both harbors; the entrance to the principal harbor is very narrow. Westward of this little island there is a fine surf, and eastward the sea dashes against black rocks. The visitors at the hotel and at the many cottages adjoining were mostly from New England. There is talk of taking down the present cheap buildings and putting up a better hotel in their place this year.

This part of Jamaica faces the northeast trade-winds, and has about three times as much rainfall as the southern side of the island.

The mountain and coast scenery of Jamaica is justly celebrated for grandeur and rare beauty.

The tropical foliage of northern and central Jamaica is most luxuriant. Fine banana trees may be produced by irrigation. But to produce



Scene near Port Antonio.



Washing clothes in Jamaica.

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ASTOR, LENOX AND
TILDEN FOUNDATIONS
R L

the best bananas, plenty of showers are necessary; and they have these here. Many ruined sugar estates have been turned into banana plantations, or divided among peasant proprietors who raise bananas for sale; and as the United States admits bananas free of duty, the people of Jamaica, living under well-administered laws, and being able to buy land and to sell fruit, etc., appear happier than the inhabitants of the other islands. It is terrible to think how much of this prosperity may be destroyed by a single line in our next tariff bill.

Time does not permit me to give instructive particulars regarding the remarkable growth of this banana trade, which has resulted in great advantage to both countries. A few years ago bananas were seldom seen in our country, except in a few cities. Now this useful fruit is found in every village; meanwhile, the use of American goods has greatly increased in Jamaica. When a peasant can earn only twenty cents a day as in many Carib islands, he is not a large consumer of imported goods; but let his earnings increase and he will use American oil, provisions, and manufactured goods.

From Port Antonio I went in four hours by rail to Spanish Town, the former capital, and

the next day, in six hours by rail, to Montpelier, which is a rich grazing and fruit and sugar country.

A drive of ten miles from Montpelier brought me to Montego Bay, where I found the yacht, and sailed at 3.30 o'clock, March 16th, for Cienfuegos, Cuba.

CONDITIONS IN JAMAICA, HAYTI, AND SANTO DOMINGO COMPARED

THE successful government of Jamaica, where there are nearly one hundred colored and black persons to one white, is a very important study for American statesmen. Two and one-half per cent. of the people are registered as white, but some of these are known to have an admixture of black blood. It has been proved there that vast numbers of negroes, when led by a few able brave and honest whites, can be advanced in civilization. The soldiers, policemen, railway conductors, guards, and engineers are black or colored. The commissioned officers are, of course, white. The published histories of the Jamaica regiments show how these black troops, commanded by white commissioned officers,

have maintained order and fought bravely for England and her colonies in the West Indies and in Africa. They are fine-looking, and appear proud of their uniform and of their service. There are only about twelve hundred white troops on the island, which has a population of more than seven hundred and fifty thousand.

There are many negro owners of very small farms. Any man paying \$2.50 taxes can vote for members of the Legislature, which has limited powers.

Compare the actual conditions in Jamaica with those in the neighboring island of Hayti. At about the close of the seventeenth century, Hayti was the richest colony in the world. A century later it contained very many splendid estates, noble houses, and a rich and refined society. The black Republic of Hayti appears to be going back to barbarism. The roads cannot now be driven over, and the forests have encroached largely on the cultivated land. The most popular hero is the black Emperor Dessalines, who, in 1804, ordered the massacre of all whites.

The colored Republic of Santo Domingo drove out or killed almost all whites and blacks.

The government of Jamaica has been able to

do so much for its people, notwithstanding the destruction of the great staple industry of the island, causing large losses to the owners of great sugar estates. But even sugar appears to be looking up, and would be a very profitable crop if our country would consent to receive it freely in exchange for articles which we could sell there to the advantage of our own citizens.

THE NEGRO QUESTION IN THE UNITED STATES

IF the statesmen of our reconstruction period had taken a yachting cruise throughout the Caribbean Sea, they could never have committed the terrible mistake, or offense against nature, of attempting to place a superior race under the domination of an inferior one.

Lincoln said, September, 1859:

“I am not, nor ever have been, in favor of bringing about, in any way, the social and political equality of the white and black races; I am not, nor ever have been, in favor of making voters or jurors of negroes, nor of qualifying them to hold office, or to intermarry with white people: and I will say, in addition to this, that there is a physical difference between the white and black races, which, I believe, will forever forbid the two races living together on terms of social and political equality.”

After the close of the war, after the South had laid down its arms and had elected National senators and representatives, it was found that the dominant party might be unable to maintain control of Congress. Then Garfield, in urging the passage of the Act of 1867, a bill for the extension of suffrage to the colored race in the late Confederate States, said:

"This bill sets out by laying its hands on the rebel governments, and taking the very breath of life out of them; in the next place, it puts the bayonet at the breast of every rebel in the South; in the next place, it leaves in the hands of Congress, utterly and absolutely, the work of reconstruction."

The result of this policy is not a pleasant subject to discuss. But those who have had opportunity to observe the material and social ruin wrought in some of these islands by political equality and unrestrained intercourse between the races, followed by the supremacy of the lower race, are bound to bear their testimony, now that the question has again come up in our country as one of pressing importance. An unknown author, quoted by Marcus Aurelius, has said, "He who fears to speak freely is a slave."

The noble work of Booker T. Washington and

others will prepare many negroes properly to exercise political rights and privileges. But where negroes are in the majority in communities in our country, to encourage them to attempt to rule white men, must, I think, prove disastrous.

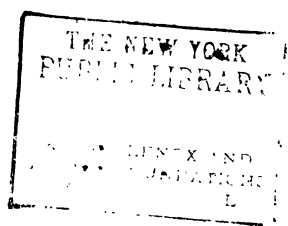
CUBA

WE had light winds most of the way from Jamaica to Cuba. One night the calm was so absolute that the reflection of stars in the water exceeded anything of the kind I had ever seen.

Early March 19th, we arrived at Cienfuegos, a great and perfectly landlocked harbor that would hold all the navies of the world. It has a deep but narrow and crooked entrance. The mountains to the eastward are fine. Westward from here the great agricultural country of Cuba is mostly flat.

I sent the *Sea Fox* on to meet me at Havana, and went by rail that afternoon to Santa Clara, the following day to Matanzas, and the next morning to Havana, where I found that friends I had expected to meet had had to return home.

The yacht was nearly four days going from Cienfuegos to Havana. Yachtsmen should re-





Sea Fox, in racing trim.

member that light winds and calms are to be expected on the southwesterly sides of Jamaica and Cuba at this time of year.

The *Sea Fox* anchored near the wreck of the *Maine*, and near by Commodore Bennett's grand yacht *Lysistrata*, 1943 tons, and Captain Struthers's plucky little racing schooner *Muriel*, 72 tons, were anchored close together.

I found western Cuba very hot. It was too far from the delightful trade-winds we had so lately enjoyed. So I was very glad to find myself again on my yacht and with prospect of ocean breezes.

The breezes were light until we were about abreast of Miami, Florida, when a strong northerly wind against the Gulf Stream made a bad sea, and we had a lot of severe squalls. These conditions are not uncommon in that neighborhood, as I had before experienced. The rough weather continued until we reached Nassau, where we arrived March 27th, at 7.30 A.M. I dined that evening at Government House, and the following evening the Governor, Sir Gilbert Carter, and his daughter dined on the *Sea Fox*.

We sailed from Nassau April 1st, and had light winds until the night of April 4th, when we had a northwest gale.

Saturday morning, April 4th, we arrived off Charleston, where I found still flourishing the charming hospitality for which that pleasant city has been so long distinguished.

It was very cold at Charleston. I sent the *Sea Fox*, April 7th, to Fortress Monroe, and went there by rail.

The yacht arrived at Fortress Monroe early April 9th.

We sailed to Norfolk and afterwards up the Chesapeake and to Baltimore, where we arrived April 14th. I returned by rail to New York April 15th, almost exactly three months from the time I left here, January 17th.

The *Sea Fox* reached New York April 19th, having been away four days less than four months, during which time she had sailed 8100 sea miles, measured on straight courses from port to port. During the previous season's cruise to the Bermudas, Caribbean Sea, etc., she sailed 7380 miles.

This is the *Sea Fox* in racing trim, when her New York Yacht Club measurement is 89 feet 5 inches water-line, 115 feet all over, 11 feet draft. Tonnage, 96.67.

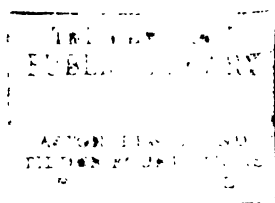
This is the *Sea Fox* in cruising trim, when, with stores, etc., on board, she draws nearly 12½ feet.



Sea Fox, in cruising trim.



Sea Fox, sailing with small awning set.



Being built of iron, she has to be hauled less than half as often as a steel yacht, which is an important consideration in building yachts for distant cruising.

This shows our party on the *Sea Fox*. We are under the small awning which we carry when sailing.

CRUISING IN SAILING YACHTS

I WISH to add that I am as firm as ever in my judgment regarding the advantages of cruising in sailing yachts in distant seas.¹

What other sport so moderates the mind and promotes good-fellowship?

An occasional storm is only Nature's coy way of alluring by an appearance of resistance. What joy there is in contests with her. How, at length, she yields and delights to be conquered. How lovely the nights under the stars on the gently swelling ocean. How snug and comfortable we feel when we get the trysail set.

¹ "Sea cruising promotes a healthy taste for real yachts as compared with expensive sailing machines." — "Cruising in the West Indies," etc., by Anson Phelps Stokes, p. 93. See also pages 20-23, *idem*.

The greatest of the Greek tragic poets has beautifully associated the sea with mental calm :

“ Mind serene like the calm of the sea.”

That this mental calm is sometimes disturbed by seasickness is because of a strange want of logical perception. The diurnal revolution of the earth carries us at the equator a thousand miles per hour. We move more than a thousand miles a minute in our journey around the sun.

Compared to these rapid movements, the motion of the waves is ridiculously small.

To permit one's self to be excited by such small motions is absurd.

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Globular Naval Battery



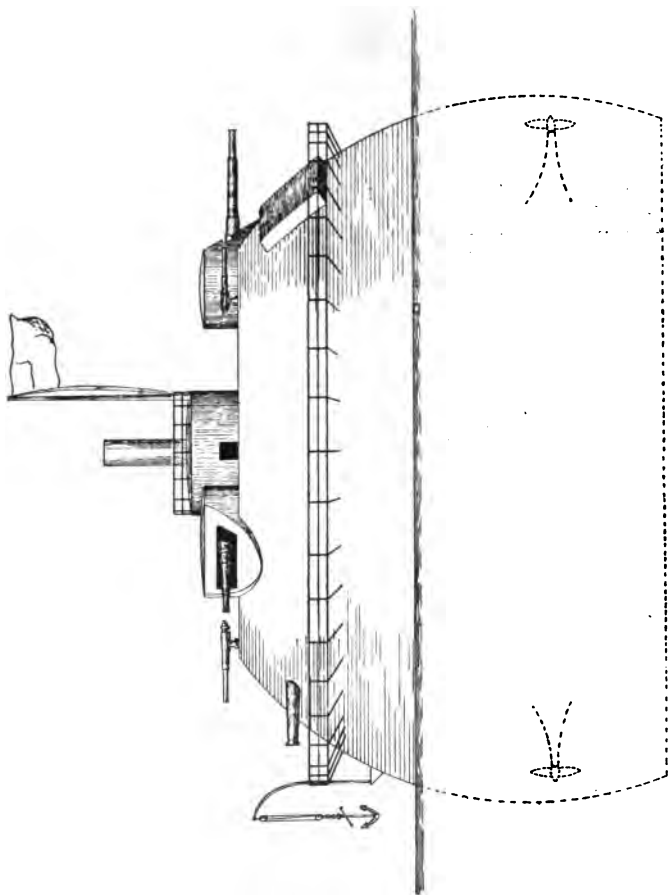
Patented by

Anson Phelps Stokes

100 William Street

New York

1903



George Burrows
 413 Lexington Avenue, New York, N.Y.
 American-born & bred
 in America, British Subjects

George Burrows
 American-born & bred

George Burrows
 American-born & bred

GLOBULAR BATTERY

INVENTED BY

ANSON PHELPS STOKES

NUMEROUS attempts have been made to produce a floating battery which would prove practically impregnable; but these batteries have all possessed certain disadvantages which, among other objects, it is the purpose of my invention to overcome.

While I was abroad, the United States Patent Office granted me Letters Patent for a Spherical Floating Battery.

The following shows the claims allowed:

Extract from specifications forming part of Letters Patent No. 724,756, dated April 7th, 1903, granted to Anson Phelps Stokes.

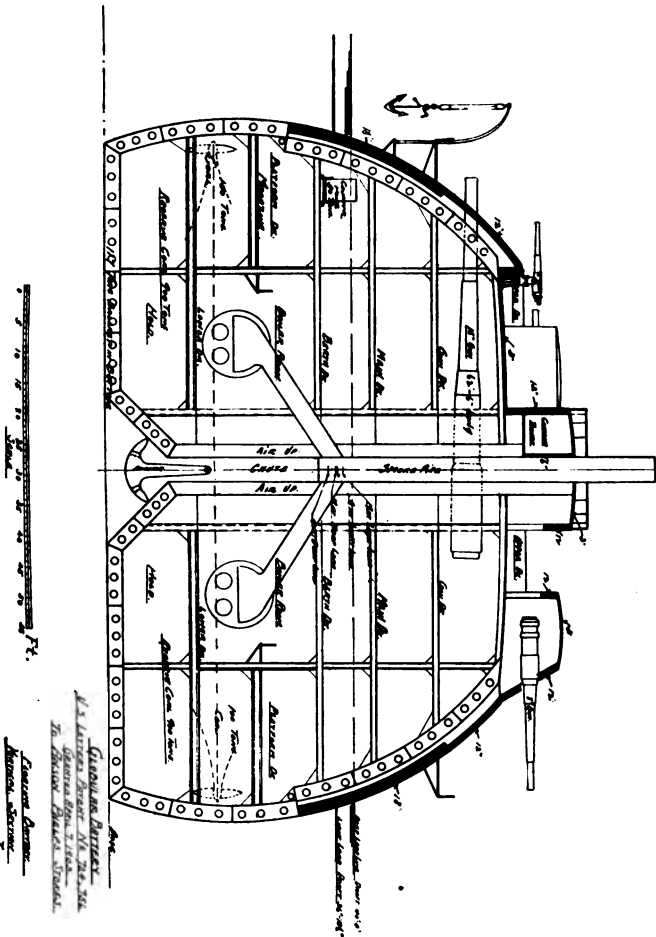
“ 1. In a substantially spherical floating battery, the combination with air-ports, and grat-

ings, in superposed decks, through which fresh air from the exterior passes downward into the battery, of a smoke-stack located at the center of the battery, and a channel around said stack open at its top to the exterior through which foul air is discharged by the draft created by the heat of the stack, substantially as and for the purposes set forth.

" 2. In a substantially spherical floating battery, the combination with an upper deck of annular shape, and inner and outer walls on said deck, of one or more armor shields arranged overhead extending from the inner to the outer wall, substantially as and for the purposes set forth.

" 3. In a substantially spherical floating battery, the combination with an exposed upper deck of annular shape, and inner and outer walls on said deck, of one or more armor shields overhead extending from wall to wall and movable thereon horizontally, substantially as and for the purposes set forth.

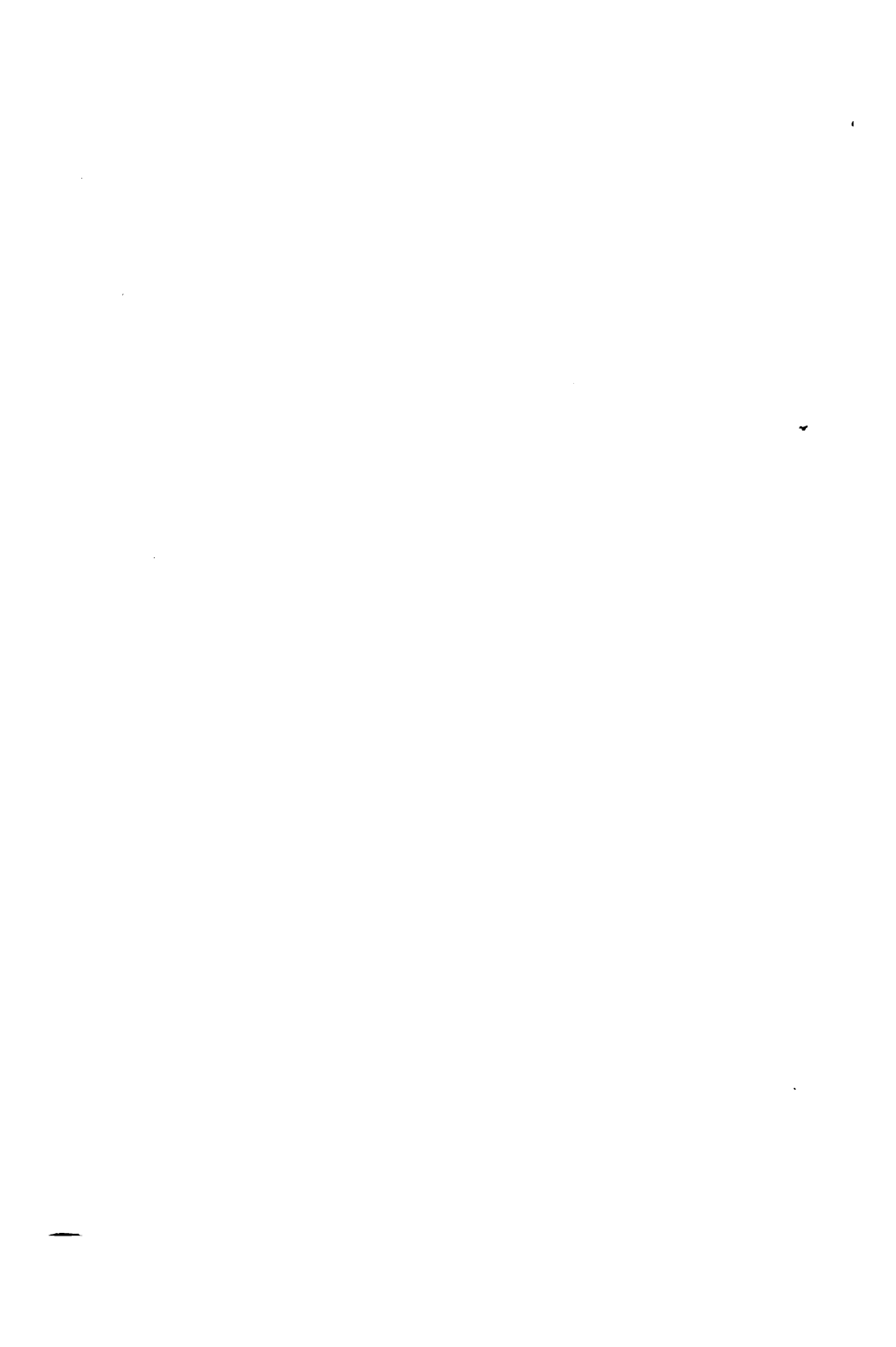
" 4. The combination with a substantially spherical floating battery, of one or more guns, rigidly mounted near the center thereof, and means for elevating or depressing said guns by shifting the position of the battery in a vertical



Goulds Battery
W. S. LATTEN, Proprietor, No. 724, 726
GREENA AVE., 7, 1902
To CHAS. CHASE'S STREET.

Ernest Barker
Thomas Barker

June 22nd.



Globular Naval Battery



Patented by

Anson Phelps Stokes

100 William Street

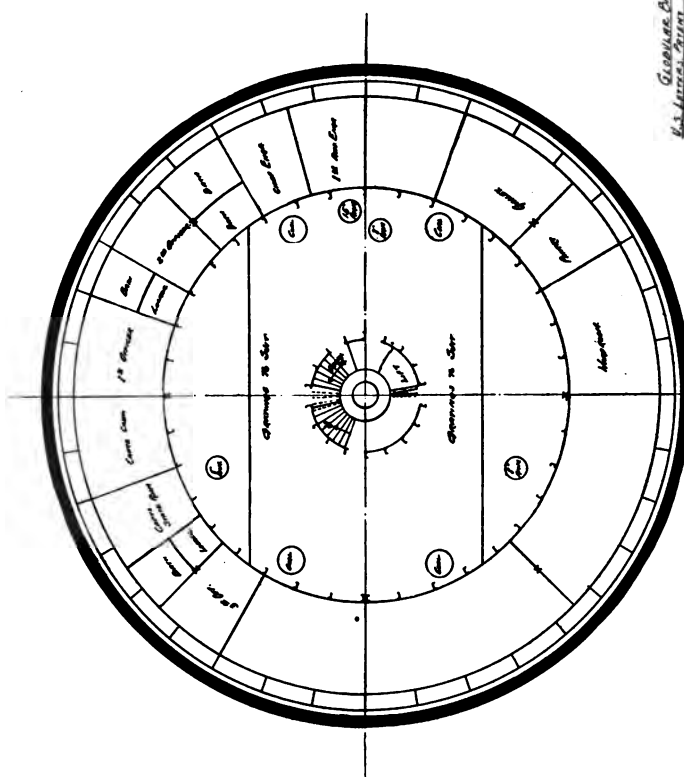
New York

1903

globular battery *Trident*, drawing 36'10½" with a small quantity of coal and without water ballast; and drawing 40' when carrying 2150 tons of coal and water. The battery can be still further immersed by additional fixed ballast or by filling water ballast tanks. The shipyards at New London, Connecticut, have forty feet or more of water, right up to the docks. The displacement of *Trident* at 40' draft would be 11,337 tons. The total weight of armor, steel, teak, guns, machinery, counterpoises, joiner and carpenter work, outfit, equipment, and ballast would be about 8787 tons. This leaves a surplus of 2550 tons for coal, water, stores, and ammunition. This surplus can be increased by further immersion, as the first foot of further immersion would equal 260 tons displacement.

The spherical form of most of the battery gives great strength and defensive power, larger capacity for same weight of structure, and much economy in construction, many of the parts being mere duplicates of each other. No gun-carriage is used to hold the large guns, which are rigidly held, so far as aim is concerned, but they may have recoil cylinders.

As the great guns extend across most of the vessel, much heavier guns can be carried. The



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annexed sketches show the large guns fifteen-inch caliber by sixty-two and one-half feet long, but the rigid mounting prevents drooping of the end of gun, and no doubt a satisfactory sixteen-inch gun of, say, fifty calibers, or a still larger gun, would be available. The elevation of these large guns is effected by tilting the whole globular battery. This is done by moving weighted cars on arc-shaped tracks. The azimuths are regulated by four screw-propellers. An eighteen-inch armor belt twenty-nine feet wide extends all around the globular battery, perfectly protecting the main deck, the berth deck, and the hull for ten feet below water-line. The gun-deck, upper deck, tower, and barbettes have twelve-inch armor. The sides of these decks are very sloping, and the tower and barbettes small and circular. No vessel afloat has anything like such protection. Only a globular battery could carry such a weight of armor.

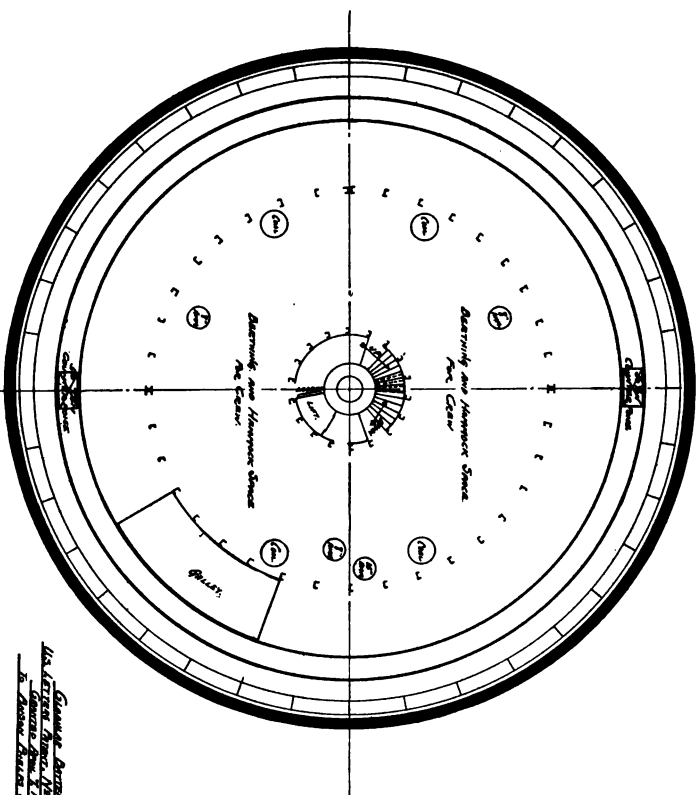
It is not intended that the battery should be able to move rapidly from place to place; and small engines would be sufficient to work the screws or other mechanisms which rotate the battery, or move it slowly from place to place, and to operate ventilation, ice and electrical plants, etc. Thus, there is much saving in the

weight and space required for machinery, coal, etc., so that heavier armor and more stores can be carried; and the *Trident*, equipped with a condensing plant, could remain abroad or at sea off our coast for many months without needing any supplies whatever. There is room on board for a large force of men, but a small force would be sufficient fully to equip her on a war basis, while in times of peace she could be maintained at a very small expense.

The *Trident* has advantages of superposed turrets without their weakness. There are no turret rollers to break when large guns are discharged. One such globular battery would blockade the entrance to the Mediterranean Sea, where the strait is only seven and three-quarter miles wide, could protect a mouth of a trans-continental canal, or could defend seaward or threaten almost any large seaport, and could safely resist a dozen of the largest battle-ships, which cost \$7,500,000 apiece.¹ For many

¹ "The best battle-ship will be the one that can remain longest in the stress of action, not the one that can most quickly get into a fight or get out of it."—Admiral O'Neill, Chief of Ordnance Bureau. Quoted with approval by Messrs. T. A. Brassey and John Leyland in "Naval Annual," 1903.

Our largest battle-ships, the *Connecticut*, *Louisiana*, etc., 16,000



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BETTER COPY

Geometrie der
Wissenschaften
von J. H. VAN DER
WOUDE
in Amsterdam
Verlag der
Wissenschaften
1714

straits and harbors, globular batteries would be much less expensive than costly land fortifications, and more efficient, because so much nearer to attacking vessels.

The roll of the *Trident* in a gale would be very slight. The stability of buoys of a similar shape is well known. By the use of additional fixed ballast in bottom, the center of gravity can be placed farther below the metacenter.

Iron coal bulkheads and strong iron plates under beams above water tanks make practically a small vessel inside a larger one. These provisions, combined with the double cellular construction above base and also in the coal and water ballast tanks, together with the coal, afford a defense against torpedoes, and a net could be arranged to hang around the submerged hull and could be armed with small torpedoes to destroy attacking torpedoes without affecting the *Trident*. The boilers and machinery are particularly well protected. The doors to barbettes are protected by the armored central tower,

tons, have 11.4-inch armor on belt and 6- to 8-inch on side, and have no gun heavier than 12.8-inch, and cost \$7,500,000 each.

The largest British battle-ship, *King Edward VII*, 16,350 tons, has 9-inch armor on belt, 8-inch on side, carries 950 tons of coal, and has no gun heavier than 12-inch, and cost £1,426,266 sterling.

the doors to which are protected by the barbettes. The upper deck and the tops of tower and barbettes have three-inch armor.

If preferred, the guns on upper deck may be in turrets instead of in barbettes. Some additional guns may be placed on upper deck and on gun-deck. Some of the eight-inch or smaller guns on gun-deck may be put in barbettes.

There is large opportunity for torpedo tubes.

Smaller steam power than that shown would be sufficient for coast defense. The purpose of the globular battery is coast defense rather than foreign conquest.

Launches and boats may be carried on gun-deck under protection of the armor.

One or two pillars on gun-deck may be moved a little or made removable, to facilitate entrance of large boats and guns.

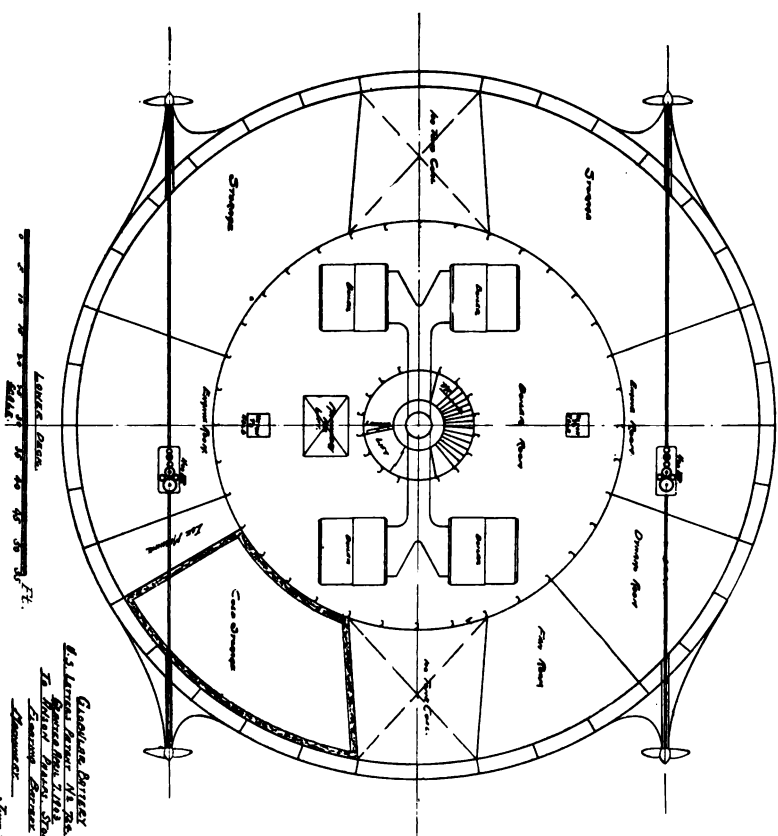
The number of gratings may be increased.

A sail may be used to keep head to wind when at anchor.

A bilge-keel and a rudder may be added.

On vertical section the radius of hull above water-line may be increased if desired, reducing freeboard and increasing positive G. M. and making sides more slanting.

The globular battery may be used also as :

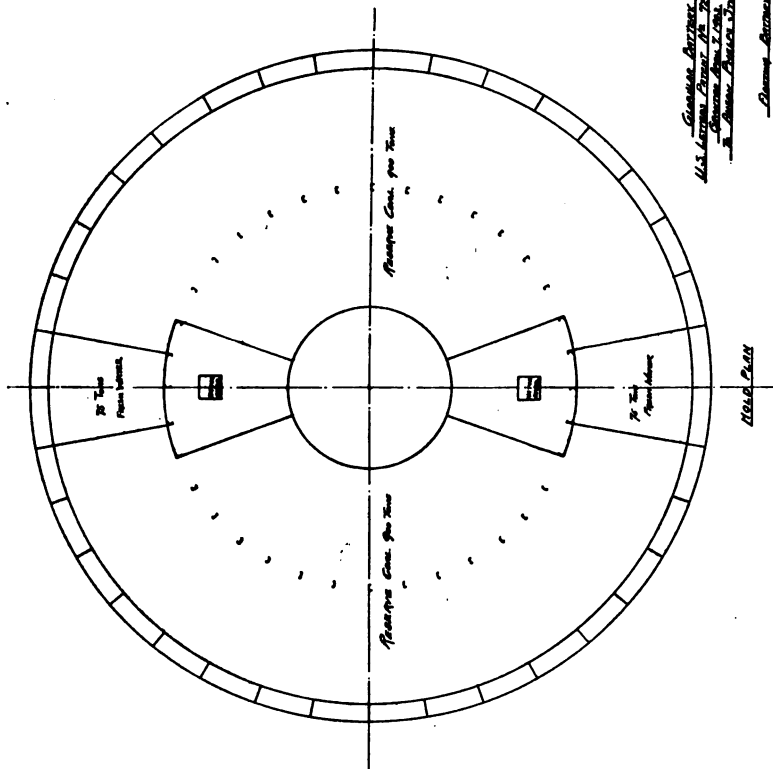


CLARK, BETSEY
U.S. Census Bureau No. 784, 785
Quincy, Ill. 7/18/03

To Helen Pruss, Sister

Flamingo Partners

1



Circular Diagram
 U.S. Letters Patent No. 2,000,000
 Granted June 1, 1904
 By James H. Smith & Son

Drawing by
 J. H. Smith

Made in U.S.A.



Lightship.

Station for telephone and for marine and wireless telegraph.

Time-ball station.

Supply depot for medicines, stores, water, coal, equipment, etc.

News depot and post-office.

Pilot station.

Station for doctor.

Station for instrument maker, for adjustment of chronometers, compasses, and other instruments.

Stationary troop-ship off an unhealthy port.

Coast wrecking station, etc., etc.

FLOATING BATTERY "TRIDENT"

Diameter, 115'

Draught, 40'0"

SCHEDULE OF WEIGHTS

<i>Item</i>	<i>Weight in Tons</i>
Armor	4750
Armor backing	400
Guns	395
Hull steel	2300
Machinery	250
Coal	200
Fresh water	150
Stores	100
Outfit	250
Equipment	75
Carpenters' and joiners' work	150
Ammunition	300
Counterpoises	100
Ballast	117
Reserve coal	1800
<hr/>	
Total displacement	11,337
	tons deep load.

Center of gravity above base at deep load is
 36.15'. Positive G. M. is 1.13'. Draught, 40'0".
For light load take out:

Coal	200
Water (fresh)	150
Stores	100
Ammunition	300
Equipment (mooring anchor)	25

775

11,337

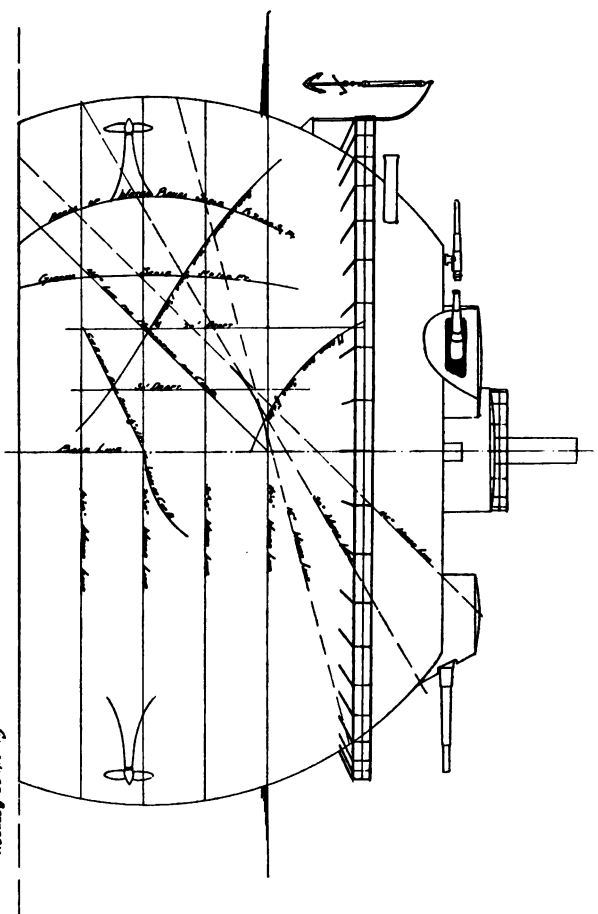
10,562

tons light load.

C. of G. above base at light load is 37.4'.
 Positive G. M. is 1.00'. Draught, 36' 10½".

ANSON PHELPS STOKES.

Office, 100 William Street,
 New York.

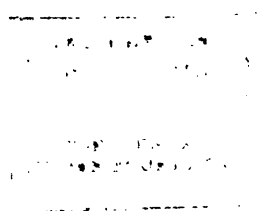


GLADIANE BERRY,
U.S. MARINE AVIATOR No 704, 706
Entered Area 7, 1909.
To ARSON PAVILION, STREET,

Henry Bortner

Displacement and Stress Effects

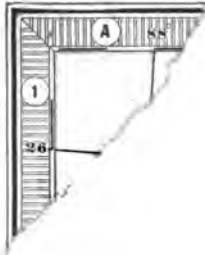
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